

THE DELAWARE^{AND} HUDSON COMPANY BULLETIN



*"The
D.H."*

JANUARY 15, 1930

ROBERT BURNS' STATUE
ALBANY, N.Y.

The Successful Life



HAS achieved success who has lived well, laughed often and loved much ; who has gained the respect of intelligent men and the love of little children ; who has filled his niche and accomplished his task ; who has left the world better than he found it, whether by an improved poppy, a perfect poem, or a rescued soul ; who has never lacked appreciation of earth's beauties, nor failed to express it ; who has always looked for the best in others and given the best he has ; whose life is an inspiration ; whose memory a benediction.—*Robert Louis Stevenson.*

*The*The
DELAWARE AND HUDSON COMPANY*The*

BULLETIN

Vol. 10

Albany, N. Y., January 15, 1930

No. 2

Agent Nationally Known

Former Tourists and Visitors to Saratoga Springs Will Long Remember John M. Burke

WHEN a man, unfamiliar with railroad work, happens to overhear a group of railroad men conversing in the so-called "railroader's language" he is as much at a loss to understand them as if he was in a strange country, listening to a strange tongue. To the railroader the terms "highball," "washout," "hack," "pulling the air," and "the big hole," all have a very significant meaning; to the uninitiated they mean little.

It is not surprising then that J. M. BURKE, retired ticket agent at Saratoga, who entered the employ of the company at the age of 17, 48 years ago, found that he "didn't know what it was all about." While he had already worked as an operator for the Western Union Company, he knew nothing of railroad work when he arrived at Fort Edward station on March 1, 1881, for duty. Experience was, perforce, his only teacher in the school of railroading and, to quote Mr. BURKE, he "began to learn the very first day."

Seated at the desk, trying to solve the mysteries of station balance sheets and other papers, he heard someone come into the office. Looking up, he saw the way freight conductor. The con-

ductor had some cars to set off at the station and he asked, "Where do you want me to put these 'jimmies'?" Reaching in his pocket for his keys, young JOHN replied, "Here's the keys, put them in the freight house." For many years

afterward when they met that conductor laughed with Mr. BURKE about his first day as a railroader.

The station signal presented an equally perplexing problem to the young agent. Just what the red, yellow, and green meant, he did not know. What was worse, he didn't see anyone around to ask. After a while he received an order to stop a freight train. He had to do something and when the section foreman came along he asked him what to do. The old foreman replied, "See that signal light up there? It's red, isn't it? Well, you just see that it stays that way until that train crew has its orders, and then pull it up to green."

While he knew little more about it than he did before, JOHN followed the old man's advice and he always recalled, when he saw a signal, his "first lesson in signaling."

He soon found, too, that that wasn't all there was to the operation of a station signal. This



JOHN M. BURKE

The Delaware and Hudson Company Bulletin

was long before the day of electric signal lights and when the wind was sweeping down the tracks, hurling snow or sleet through the air, the signal light was continually going out. One of the hardest problems he had during that winter was to keep that signal light burning through the night.

On account of the loss of his parents in early childhood, MR. BURKE was forced to assume the responsibility of earning a living at the age of twelve.

His first employment was selling papers in Albany, where he was born and raised. At the age of ten he took his stand on the corner of State and Pearl streets. While he didn't make much, every little bit he could make helped his widowed mother. After two years as a newsboy he was forced to find a more remunerative employment on account of the death of his mother.

One of JOHN'S pals was a Western Union messenger so, in company with his friend he sought like employment. He was accepted and began to work almost immediately. After a short time he thought he could make more money if he learned the code and made application for a position with the Western Union as a telegrapher. After a time, by working nights, he became sufficiently skillful with the key to secure a position as operator in a branch office then located in the Stanwix Hotel. Two years later, at the age of 17, he secured his first position with our company as night operator at Fort Edward.

During the years immediately following he held various positions, working at Whitehall, Crown Point, Troy, and Mechanicville, at the last two points as assistant ticket agent and ticket agent respectively. On June 1, 1897, he went to Saratoga as ticket agent, in which capacity he continued until his retirement became effective October 1, 1923.

One of the most exciting experiences MR. BURKE has ever encountered was the burning of the Saratoga Springs passenger station in 1899. He was seated by the window at home when he happened to raise the curtain and saw the sky brightly illuminated by a fire. He rushed outside to find that it was the station. Hurrying over he found the firemen hopelessly playing a stream of water on the burning structure. The temperature that night was 44 degrees below zero, the coldest night he can recall in all his railroad experience. The firemen who handled the hose were replaced every few minutes on account of the coating of ice which formed on their coats from the spray. As fast as substitutes took their

places they were given rum to keep them from freezing. Despite their heroic efforts the structure was almost entirely consumed.

PAYMASTER DAY F. WAIT, then Train Master, was busily engaged removing the passenger and freight cars from the vicinity of the station. The strong wind was blowing the flames across the narrow space to the rear of the station and threatened to set fire to the homes which lined the street. MR. WAIT later assisted in carrying the children to safety from the upper floors of the buildings. The fire, however, was prevented from spreading to these structures, although the station was burned practically to the ground. Roadmaster Michael Dorsey, uncle of J. C. DORSEY, Division Engineer, also assumed a leading role in directing the clearing of the tracks as well as the actual fire fighting. Despite the severity of the fire, only one life was lost. There was a watchman stationed in one end of the building but when Mr. Dorsey learned that a man was inside, he was prevented from lending any assistance to the imprisoned watchman due to the fact that a solid sheet of flame enveloped the entire section of the old frame building. "The entire episode," says MR. BURKE, "was featured by acts on the part of both firemen and railroad employes which were nothing short of heroism."

MR. BURKE will long be remembered by the thousands of tourists who yearly visit Saratoga. He had a statewide reputation as a most courteous and efficient representative of our company. No act of courtesy was, to him, too slight to be overlooked; no problem was too difficult to attack if the convenience of a passenger was involved, whether or not he was on duty. As a result of his untiring service and courtesy, he was personally known to Thomas Riley Marshall, Vice-President during President Wilson's term; Henry Van Dyke, the famous author; General John J. Pershing, and Presidents Taft and Roosevelt. MR. BURKE was known to and respected by thousands of race-goers and visitors of every rank and position in life. This in itself is a source of great satisfaction to him, and he takes great pride in asserting, "I never had a cross word with any customer of the company while in its service."

MR. BURKE has three children; a son, JOHN E. BURKE, is a Maintenance of Way Timekeeper; David Wait Burke is a prominent lawyer in Saratoga; and one daughter, May, now married and living in Ballston.



"To live in the hearts we leave behind
Is not to die."

— Campbell.

*WE pause, with the opening of the New Year, to think of our
friends no longer with us though their influence remains and
their memory inspires.*

*In our hearts we shall keep alive the 189 fellow employes
who died in 1929.*

J. T. Gore
VICE-PRESIDENT AND GENERAL MANAGER.

The Roll

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Akers, Clayton	Engineer	Wilkes-Barre	Sept. 18, 1905	Sept. 2
Aleman, Foribio	Trackman	Elnora	Jan. 16, 1924	Sept. 27
Ames, John F.	Engineer	Carbondale	Nov. 18, 1903	Sept. 23
Ashie, George	Car Insp. & Repr.	Binghamton	Mar. 22, 1923	Oct. 7
Austin, John (P)	Laborer	Whitehall	Jan. 1, 1867	July 8
Baker, Frank A. (P)	Track Supervisor	Saratoga	July 1, 1876	Aug. 10
Barnard, John	Car Repairman	Plattsburg	Oct. 1, 1902	Oct. 11
Barnes, Almon	Carpenter	Wilkes-Barre	June 14, 1914	Sept. 10
Barrowcliff, Benjamin G.	Cr. Watchman	Scranton	Dec. 31, 1882	Jan. 18
Becker, John W. (P)	Conductor	Oneonta	Oct. 15, 1883	May 29
Bedrisian, Hagop	Foundry Cleaner	Colonie Shops	Mar. 24, 1924	Jan. 10
Beeton, James W. (P)	Checker	Albany	Aug. 1, 1891	May 14
Berner, Clarence U. (P)	Trainman	Oneonta	Nov. 1, 1877	June 30
Bink, David H.	Cr. Watchman	Cohoes	Mar. 17, 1913	May 29
Blackwell, Nelson (P)	Master Carpenter	Carbondale	Jan. 1, 1906	Oct. 8
Bly, George W.	Stockkeeper	Carbondale	May 18, 1908	Nov. 24
Boland, John F.	Yardmaster	Oneonta	Oct. 15, 1915	Nov. 6
Bordonaro, Stellaro	Signal Lampman	Oneonta	Jan. 1, 1895	Mar. 9
Boyce, Charles W.	Laborer	Oneonta	Oct. 1, 1923	Dec. 27
Bradley, Ross B.	Laborer	Plattsburg	Aug. 8, 1923	Jan. 10
Brandow, George	Engineer	Carbondale	June 22, 1889	Mar. 8
Brant, Edmund	Gateman	Green Ridge	Jan. 1, 1872	Sept. 16
Bulger, Patrick	Cr. Watchman	South Albany	Sept. 29, 1917	May 3
Burke, James F. (P)	Cr. Watchman	Carbondale	June 1, 1906	Feb. 12
Burke, John T.	Trav. Freight Agt.	Albany	May 1, 1908	Feb. 9
Burnett, Frank C.	Car Repairer	Carbondale	Sept. 24, 1923	Nov. 28
Burrhus, George (P)	Switchtender	Oneonta	Aug. 7, 1879	July 7

The Roll

(Continued)

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Carpenter, Wesley B.	Trackman	Windsor	April 16, 1918	Aug. 18
Carr, Lewis E.	Gen. Solicitor	Albany	Jan. 1, 1894	April 1
Carroll, Arthur	Wrecker	Oneonta	April 14, 1923	Sept. 16
Cassell, Edward A.	Trucker	Binghamton	Sept. 11, 1922	Feb. 19
Cavanaugh, James (P)	Cr. Watchman	Saratoga	July 1, 1879	Dec. 14
Cavanaugh, William	Cr. Watchman	Glen Falls	Dec. 4, 1918	Aug. 13
Clarke, John E. (P)	Conductor	Wilkes-Barre	June 1, 1871	May 11
Cole, Royal	Hoisting Engineer	Whitehall	Dec. 2, 1917	Feb. 4
Colleran, Thomas	Cr. Watchman	Seranton	May 4, 1923	May 3
Connors, Daniel J.	Machinist	Carbondale	Feb. 5, 1925	June 6
Connors, John	Fuel Foreman	Whitehall	July 16, 1881	Nov. 27
Cornell, Louis (P)	Cr. Watchman	Cobleskill	May 30, 1883	April 30
Cowden, Walter V.	Foreman	Colonie	Dec. 11, 1918	Dec. 19
Coyne, John T. (P)	Engineer	Oneonta	Jan. 1, 1874	May 10
Currgan, James F. (P)	Conductor	Wilkes-Barre	Nov. 1, 1885	Jan. 22
Dailey, George	Fireman	Oneonta	Aug. 27, 1912	Dec. 6
Dana, Charles A. (P)	Cr. Watchman	Cobleskill	Oct. 1, 1870	Nov. 15
Darling, Leon S.	Yard Clerk	Oneonta	Feb. 1, 1913	Feb. 12
Dinan, Thomas J. (P)	Cr. Watchman	Glen Falls	Dec. 1, 1908	May 27
Dolan, Bryan	Cr. Watchman	Green Ridge	Mar. 1, 1919	Jan. 8
Doran, Edward	Laborer	Albany	June 6, 1923	Jan. 28
Doud, Frank	Ex. Cr. Watchman	Dickson	Feb. 28, 1928	Oct. 24
Duddy, Helen E.	Stenographer	New York City	Jan. 30, 1924	Feb. 9
Duncan, Walter G.	Machinist	Colonie Shops	Sept. 29, 1922	Jan. 12
Emmons, Adelbert L. (P)	Agent	Susq. Division	May 1, 1875	Mar. 19
Erickson, Erick	Trackman	Bluff Point	May 22, 1920	April 9
Evans, Thomas (P)	Cr. Watchman	Hudson	Jan. 1, 1900	April 5
Every, Judson W.	Conductor	Oneonta	July 2, 1898	Oct. 23
Falcone, Michael (P)	Cr. Watchman	Mechanicville	April 1, 1907	Mar. 2
Feehan, John F.	Laborer	Colonie	May 28, 1929	June 24
Ferguson, George E. (P)	Baggageman	Sidney	May 1, 1880	Dec. 26
Flanigan, Charles J.	Switchtender	So. Albany	Mar. 1, 1883	Jan. 5
Flynn, James	Extra Flagman	Menands	Nov. 7, 1923	July 9
Fogarty, Joseph T.	Clerk	Albany	July 19, 1918	Jan. 1
Fonda, James R.	Chief Clerk	Colonie	Jan. 1, 1892	June 18
Ford, William H.	Painter Foreman	Colonie Shops	June 10, 1883	Sept. 25
Foutch, John	Boilermaker Helper	Oneonta	Jan. 16, 1923	Nov. 16
Gardner, Lewis	Trainman	Colonie	April 22, 1916	April 27
Geary, Horace H.	Trainman	Carbondale	Nov. 1, 1912	June 27
Gentillo, Fortunato	Coaler	Carbondale	Sept. 8, 1926	Feb. 12
Gibbons, John	Cr. Watchman	Plattsburg	June 2, 1927	Jan. 6
Gilmartin, Michael (P)	Sta. Engr. Foreman	Oneonta	Dec. 1, 1903	May 10
Gleason, Augustus J.	Yard Clerk	Mechanicville	Nov. 19, 1913	June 21
Goff, William H.	Turntable Opr.	Whitehall	Jan. 27, 1920	May 7
Golden, Joseph	Trainman	Colonie	June 20, 1904	Mar. 24
Goodwin, Andrew	Laborer	Green Island	July 18, 1923	Jan. 5
Gorman, Dudley F.	Watchman	Albany	June 3, 1911	Nov. 23
Gould, William	Trucker	Whitehall	May 1, 1917	Jan. 20
Grant, William P.	Chief Clerk	Whitehall	April 17, 1908	April 16
Gravino, Angelo	Trucker	Wilkes-Barre	July 9, 1926	Oct. 14
Greenawalt, Elwin F.	Watchman	Wilkes-Barre	Aug. 21, 1915	Mar. 16
Jackett, William	Asst. Ex. G. For'n	Plattsburg	April 3, 1929	Sept. 11
Hale, Orville M.	Pumpman	Oneonta	Oct. 13, 1923	Mar. 22
Hall, William (P)	Foreman	Ballston	Sept. 1, 1885	Aug. 6
Hall, William	Trackman	Voorheesville	Aug. 27, 1928	July 8
Harcourt, William K. (P)	Asst. Ticket Agent	Albany	Feb. 1, 1870	Mar. 18
Harding, John E.	Electrician	Schenectady	Sept. 29, 1922	June 16

The Roll

(Continued)

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Henwood, John (P)	Laborer	Carbondale	Oct. 1, 1891	April 24
Hewson, Edward J.	Moulder	Colonic Shops	June 2, 1913	Aug. 10
Hunt, Henry S.	Asst. to Pur. Agent	Albany	June 17, 1900	Dec. 19
Hurley, James	Engineer	Saratoga	Mar. 20, 1882	May 30
Irons, John E.	Trackman	Schenevus	April 23, 1927	Jan. 8
Isbell, Frank	Cr. Watchman	Saratoga	June 21, 1926	Feb. 2
Janes, William G. (P)	Claim Checker	Albany	May 1, 1898	July 19
Kaiser, William	Watertender	Whitehall	July 16, 1919	May 26
Karkota, Joseph	Laborer	Carbondale	Dec. 3, 1929	Dec. 6
Keehan, Edward H. (P)	Hostler	Saratoga	June 1, 1889	Aug. 14
Kelsey, Albert (P)	Conductor	Saratoga Div.	Jan. 1, 1864	Dec. 11
Kelly, William	Trainman	Troy	June 22, 1896	Jan. 23
Kennedy, John J.	Switchtender	Hudson	Dec. 7, 1909	April 12
King, John	Cr. Watchman	Glens Falls	Jan. 1, 1890	Mar. 5
Kitchner, Joseph (P)	Car Inspector	So. Albany	June 1, 1873	Nov. 12
Konosky, Ignatz	Laborer	Hudson	May 1, 1926	July 28
Kramer, Albert	Trackman	Eagle Bridge	Sept. 8, 1927	July 14
LaMay, Nelson (P)	Sand Dryer	Whitehall	Mar. 1, 1918	Aug. 18
Lavelle, Michael	Ex. Cr. Watchman	Parsons, Pa.	Jan. 30, 1929	Dec. 29
Lederer, Theodore	Elevator Operator	Albany	July 1, 1918	Sept. 30
Leonbruno, Frank	Cr. Watchman	Whitehall	April 14, 1900	Mar. 6
Lynady, Michael	Blacksmith Foreman	Carbondale	Mar. 1, 1876	Jan. 19
Lynch, Michael N. (P)	Rock Cut Watchman	Delmar	April 1, 1869	Sept. 3
Lynn, Edward	Cr. Watchman	Archbald	Feb. 21, 1924	June 12
Mahaney, Timothy (P)	S. and S. Tender	Susquehanna Div.	April 1, 1868	Jan. 17
Maher, Edward T.	Clerk	Albany	June 20, 1907	June 2
Malloy, John	Cr. Watchman	No. Albany	Jan. 2, 1919	Oct. 17
Martino, Frank	Trackman	Fort Edward	Mar. 15, 1924	April 9
McAndrew, James	Tool Boy	Wilkes-Barre	June 1, 1910	Jan. 10
McCormack, John	Tele-Towerman	Saratoga Div.	Feb. 4, 1913	Mar. 27
Meecham, Peter	Trucker	Oreonta	Nov. 22, 1917	Jan. 28
Melvin, Thomas	Cr. Flagman	Albany	Feb. 3, 1925	Oct. 8
Miller, Harry J.	Trainman	Susquehanna Div.	Aug. 12, 1912	Dec. 8
Mills, Joseph	Cr. Watchman	Peckville	Jan. 13, 1924	Dec. 18
Mills, Austin	Gen. Repairman	Green Island	Nov. 1, 1917	*Nov. 28
Miror, Patrick	Sectionman	Waymart	April 8, 1917	Feb. 17
Molinaro, Pietro	Mine Cave Watch.	Carbondale	June 1, 1912	Mar. 30
Moore, John P.	Mason Helper	Carbondale	June 10, 1919	Feb. 12
Morse, Albert W.	Baggage Agent	Watervliet	Jan. 1, 1897	Feb. 21
Mucke, Willard	Freight Conductor	Oreonta	June 26, 1912	Sept. 19
Murray, Maurice	Freight Painter	Oreonta	Oct. 5, 1922	April 24
	Fireman	Susquehanna Div.	Dec. 27, 1912	Mar. 5
North, Eugene C.	Station Agent	Fort Edward	May 10, 1878	Jan. 14
Olver, Matthew H. (P)	Cr. Watchman	Green Ridge	April 16, 1894	July 4
O'Malley, Edward	Laborer	Carbondale	Sept. 29, 1928	Jan. 10
Osman, John	Cr. Watchman	Hudson	Nov. 13, 1924	Feb. 21
Pardoe, Albert E. (P)	Laborer	Oreonta	Mar. 1, 1898	Jan. 18
Phillips, Michael	Trackman	Schenectady	Sept. 1, 1919	Oct. 14
Pierson, John N.	Yard Clerk	Mohawk	April 10, 1910	Aug. 3
Pignatelli, Alfonso	Asst. Foreman	Ushers	June 15, 1927	Nov. 9
Pomeroy, Ralph J.	Div. Storekeeper	Carbondale	Dec. 15, 1910	Jan. 28
Price, Alfred	Cr. Watchman	Hudson	April 10, 1926	Nov. 5
Price, John F.	Messenger	Albany	April 20, 1890	April 7
Pureel, Thomas (P)	Messenger	Albany	April 1, 1872	May 12

The Roll

(Concluded)

NAME	OCCUPATION	LOCATION	DATE ENTERED	DATE DIED
Radley, William	Blacksmith	Green Island	Jan. 5, 1923	Nov. 28
Rembecki, John	Cr. Watchman	Dickson	Nov. 1, 1920	Aug. 26
Reynolds, Cornelius O.	Agt.-Telgr.	Sanitaria Springs	Sept. 1, 1891	June 16
Richards, Eugene H. (P)	Engineer	Colonie	April 15, 1874	Jan. 16
Rork, Charles H. (P)	Conductor	Saratoga Div.	Mar. 10, 1881	Oct. 16
Ryan, John F.	Moulder	Colonie	Nov. 6, 1918	Dec. 27
Saunders, Ralph	Trainman	Whitehall	April 16, 1916	June 22
Seeley, Frank L.	Trainman	Binghamton	June 10, 1918	July 7
Selby, William E.	Switchtender	Saratoga	June 1, 1892	July 31
Seymour, Frank	Asst. Foreman	Ticonderoga	Dec. 22, 1925	Nov. 25
Sharp, William L.	Machinist	Colonie	Aug. 25, 1914	Dec. 10
Shattuck, Thomas H. (P)	Conductor	Susquehanna Div.	Mar. 1, 1876	Oct. 2
Shaver, Thomas	Trackman	Elmira	Oct. 28, 1929	Nov. 9
Shaw, William	Engineer	Pennsylvania Div.	Dec. 15, 1888	Jan. 14
Shearer, John W.	Laborer	Oronta	June 28, 1923	Jan. 11
Shufelt, Albert (P)	Car Repairer	Oneonta	May 1, 1885	Feb. 20
Sickles, Charles W.	Electrician	Green Island	Sept. 22, 1911	Jan. 13
Sino, Joseph	Loco. Oiler	Colonie Roundhouse	Feb. 24, 1923	Sept. 3
Slattery, Thomas	Cr. Watchman	Cohoes	Jan. 1, 1910	April 24
Sleath, Mrs. Rita S.	Head Stenographer	Albany	Oct. 1, 1907	April 3
Smith, Alex	Trackman	Elmira	Sept. 6, 1929	Nov. 9
Smith, Alonzo	Sectionman	Lanesboro	Mar. 16, 1922	April 14
Smith, Benjamin	Cr. Watchman	Green Ridge	Feb. 25, 1926	April 13
Smith, Frederick S.	Freight Agent	Scranton	Aug. 1, 1893	Sept. 23
Smith, John	Car Repairer	Green Island	July 10, 1922	Dec. 7
Snyder, Joseph	Asst. Ch. Jt. Insp.	Wilkes-Barre	June 16, 1913	Oct. 9
Spardo, Benny	Ash Pit Laborer	Colonie Roundhouse	Feb. 14, 1918	Oct. 27
Springstein, Frank (P)	Asst. Roadmaster	Pennsylvania Div.	Aug. 1, 1879	Dec. 10
Stephens, John (P)	Janitor	Carbondale	Mar. 1, 1907	Mar. 31
Stewart, J. B.	General Agent	St. Louis, Mo.	Jan. 1, 1910	April 8
Stone, John B.	Asst. Foreman	Mechanicville	Feb. 1, 1906	Mar. 25
Straci, Joe	Loco. Oiler	Oneonta	Sept. 27, 1923	*Dec. 2
Sullivan, Dennis F.	Trainman	Whitehall	Sept. 10, 1902	Dec. 31
Sullivan, William	Section Foreman	Round Lake	Jan. 1, 1880	Jan. 13
Taylor, Christopher A.	Trainman	Carbondale	Sept. 1, 1917	Feb. 4
Tefft, Charles H.	Ch. Clk., S. of M. T.	Albany	Nov. 1, 1913	June 23
Tibbitts, George W.	Flagman	Ballston	Mar. 31, 1916	June 18
Tierney, Patrick	Carpenter Helper	Carbondale	Nov. 28, 1924	Nov. 25
Todman, Walter	Asst. Foreman	Carbondale	Feb. 1, 1917	Jan. 4
Torchansky, Nicholas	Laborer	Carbondale	Mar. 13, 1926	May 28
Twining, Ralph (P)	Trainman	Green Ridge	May 1, 1884	Nov. 19
Ulmer, William F. (P)	Janitor	Carbondale	Dec. 1, 1909	Oct. 12
Urquhart, Murdo (P)	Stone Mason Fore.	Green Island	May 1, 1886	Nov. 3
Vanderpool, Millard C.	Misc. Rept. Clerk	Albany	July 19, 1920	Feb. 8
Vogt, John (P)	Material Man	Oneonta	Feb. 19, 1883	Jan. 4
Walsh, John B.	Laborer	Wilkes-Barre	Nov. 5, 1928	Mar. 13
Ward, Michael A.	Engineer	Pennsylvania Div.	Dec. 31, 1886	Mar. 15
Wheeler, Frank H.	Freight Agent	Boston, Mass.	Oct. 1, 1903	April 29
Wilber, Bert	Ex. Cr. Watchman	Saratoga	Jan. 12, 1929	June 17
Wood, Angus J.	Agent-Telg.	Coopersville	Nov. 1, 1882	April 7
Zielfeld, Henry W.	Machinist	Colonie Shops	July 10, 1922	July 25

(P) Pensioned employee.

* Notice of death received too late for inclusion in 1928 Memoriam.

Requiescat in pace

Ice Paralyzes Cities

Storm Throttles All Means of Communication with Region North of Albany, Impeding Travel, and Causing Damage Estimated at Over \$1,000,000

NOT since the floods which ravaged Vermont just over two years ago has any section of Delaware and Hudson territory been stricken as was the region around Saratoga and Glens Falls as the result of the sleet storm occurring on the night of Tuesday, December 16th. The central storm area extended from Whitehall to Ballston although the greatest havoc was wrought in Glens Falls.

When the telegraph and signal wires began to snap under their load of ice, every available Signal, Telephone, and Telegraph Department employe of the Company was called to combat the emergency. Soon all the wires were down and out of service. Those which did not snap under the weight they were carrying, were broken by falling limbs of trees, other poles, or power wires. When conditions reached this state during the night, all power was turned off and the work of

patching up, in order to resume service, was begun.

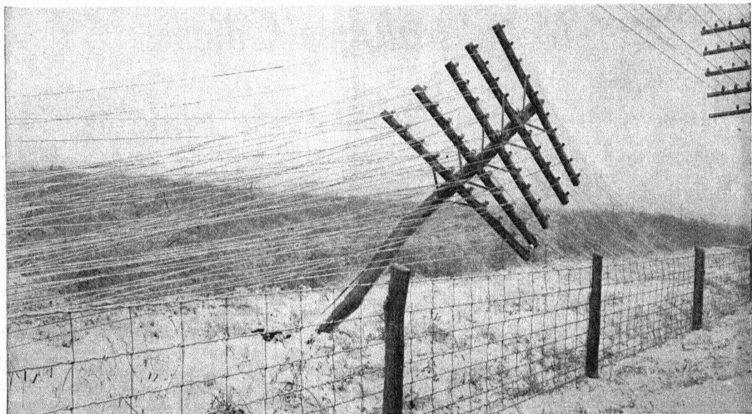
The local power and light companies were likewise hard hit, most of their trouble being caused by falling trees and branches which broke wires that might otherwise have supported their load of ice. In many places this coating was reported as reaching nearly an inch in thickness and weighing a pound for each foot of wire.

The telephone lines were the greatest sufferers from the storm, the route of the long distance lines from Ballston to Glens Falls being a mass of fallen poles and tangled wires. It was necessary to construct entirely new lines over a large part of this distance. In addition the local service in Ballston, Saratoga, Glens Falls and nearby communities had to be restored. More than 3000 phones were reported still out of commission on December 24th.



Highways Were Blocked

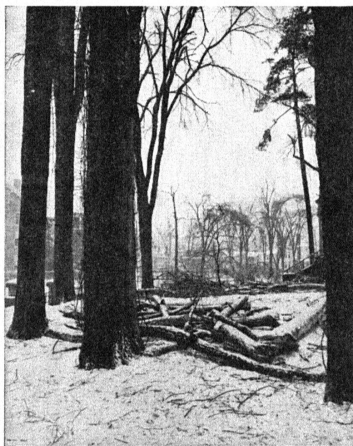
COURTESY GLENS FALLS TIMES



Along Our Main Line Near Saratoga

At one time communication between Glens Falls and Albany was reported to have been established via Montreal and Buffalo. The voices were too faint to be heard so that the messages had to be relayed by the operators at intermediate points.

The fire alarm telegraph in Saratoga was so heavily damaged that no attempt will be made to restore it, a contract having already been let for a new system to be installed in March. For two days and two nights firemen patrolled the city streets safeguarding the lives of the citizens from the dangers of falling limbs and live wires while watching for signs of fires. Fire trucks, fully manned, cruised about the streets night and day for several days after the storm.



Clearing up the Debris

The Saratoga railroad station was plunged in darkness with the carrying away of the light wires and lanterns were resorted to for emergency illumination. This in itself would have been but a trifling interference. It was, however, the week before Christmas, and students at Skidmore and other schools had made advance reservations to all parts of the country where they were to spend their vacations. A special train of Pullman equipment had been arranged for Friday afternoon and hundreds of tickets had been dated, stamped and sold to the students.

When the storm left the schools without lights it also paralyzed the oil-burning furnaces of the heating plants, as well as all other motor driven equipment. Consequently the vacation period began two days earlier than had been planned. Perhaps you can picture the scenes which ensued as hundreds of reservations had to be cancelled, new space reserved and tickets made out—all by the light of smoking lanterns. Fortunately there

were no interruptions to answer the telephone! Later portable acetylene floodlights from the wrecking outfits were installed in the waiting room. Emergency electric lights in the ticket office were provided by running wires from passenger coaches located near the station. As the coach batteries weakened new coaches were moved up and connected with the light circuit until the city lights were restored.

Many residents of the region are emphatically of the opinion that Delaware and Hudson Anthracite is the most dependable fuel in the long run. It is not known whether we may include among this number the resident of Glens Falls who, when his oil-burner failed to work, as the power failed, bought two *electric* heaters!

The most disheartening phase of the situation was that the weather continued cold, so the ice hung on and wires which had been restored one day were carried away the next by more falling branches or poles unable to bear the weight longer.

Our forces worked side by side with Western Union repair gangs in an effort to get *one* wire open for train dispatching and emergency messages. For four days poles continued to fall and in the distance from Saratoga Springs to Fort Edward over 100 poles had to be renewed. Even though all telegraph, telephone and signal wires were out of commission trains continued to operate, bringing men and supplies, trainloads of



Falling Limbs Broke Wires

poles and carloads of wire and cross-arms, to the district, and carrying on as usual, though running late because of the lack of block signals.

(Turn to page 29)



In Congress Park, Saratoga

The

Delaware and Hudson Company
BULLETIN

Office of Publication :

DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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Vol. 10 January 15, 1930 No. 2

The Civilizing Rails

The volume of rail transportation has increased more than 200 per cent in the last quarter of a century. According to the United States Department of Commerce, this compares with an increase of approximately 55 per cent in the output of farm products, 280 per cent in the output of minerals (mainly due to the large expansion in petroleum production) and about 180 per cent in factory output.

"These remarkable figures compare with an addition of about 55 per cent to the population of the country," an announcement from the department said. "It is obvious that there is produced for each person in the population a far greater volume of goods and services than at the beginning of the century, which means, of course, a greater advance in living standards."

The ability of American railroads to provide a transportation service adequate to meet changing conditions and customs is one of the outstanding factors in the country's development and has gained for the railroads the title "The Civilizing Rails."

"Bobbie" Burns

*"O Burns! another name for song,
Another name for passion—pride;
For love and poesy allied;
For strangely blended right and wrong."*

THIS brief description from the pen of Joaquin Miller most ably portrays the character of him who is affectionately known throughout the world as "Bobbie" Burns.

The vividness of his descriptions and the simple manner in which his tales were told have combined to make Burns one of the greater writers of all time. Perhaps it was these characteristics, so evident in "Tam O' Shanter" and "The Cotter's Saturday Night," that made Kipling long for "a man like Bobbie Burns to sing the Song o' Steam."

It has seemed fitting that, with the approach of the anniversary of Burns' birth, January 25, 1759, the cover page of *The Bulletin* should carry the picture of his statue which is located in Washington Park, Albany, near Willett Street.

In view of the present international efforts to secure world peace, Burns' thought—long before the era of railroads, radios, or any of the modern inventions which have been said to make the world much smaller figuratively—Burns' thought may be considered as prophetic:

*"For a' that and a' that,
It's comin' yet, for a' that,
That man to man, the world o'er,
Shall brothers be for a' that."*

In the Crisis

A FRIEND in need is a friend indeed," runs the old saying. When ice and falling trees had paralyzed the Ballston-Saratoga-Glens Falls district all public utilities suddenly failed—lights, power, heat, water supplies, and all modern means of communication ceased to exist over night. Even the roads were rendered impassable by fallen trees, poles, and wires. All but one, the railroad! Sadly hampered by the loss of telegraph and signal wires, the railroad nevertheless, continued to run. True, the trains were late, but they got through and safely, affording the only sure means of communication with the world for several days.

As soon as the news of the damage had been radioed to nearby cities, trainloads of telegraph poles, cross-arms, wire, and other necessary material were dispatched to the relief of the stricken district, thus materially speeding up the work of rehabilitation.

The odds against which our Operating, Telegraph, and Signal Departments labored successfully are known to all. It is struggles of this sort against the forces of nature, which have given the railroader the reputation he so proudly bears for absolute dependability.

May those who are wont to sit by and criticize the deficiencies, real or imagined, of the carriers, reflect upon the fact that perhaps, after all, "the laborer is worthy of his hire."

Ice Paralyzes Cities

(Continued from page 27)

Despite the efforts of 80 men, the combined forces of our Saratoga and Susquehanna Division line gangs and the Western Union linemen, wires continued to break at such a rate that by the night of Friday, the 20th, we had lost ground instead of gaining. After a train entered the "wire-less" area at either Ballston or Fort Edward, it was lost by the dispatcher until it emerged at the opposite end.

nearly all signals were working again. Permanent repairs will probably not be completed until late this month.

Employees who took part in restoring the service and operated it under emergency conditions, did a very commendable piece of work.

Not until amateur radio station W8DPQ, operating by candle light and using batteries for power, "raised" W2LU in Schenectady at midnight on Wednesday could the isolated city of Glens Falls send out the "SOS" of the local manager of the New York Power and Light Cor-



Large Trees Were Broken

COURTESY GLENS FALLS TIMES

Gradually the work of patching-up went on until lines were opened, temporarily, to North Creek and from Albany to Plattsburg, on Friday night. Another wire, following the R. & W. branch, was later opened between Albany and Whitehall by relaying through Castleton station. By Monday, the 23rd, a wire was opened to Montreal and by Christmas Eve our wire service was nearly normal again.

The work of restoring the signals proceeded more rapidly. As the wires for signal circuits are insulated they were run on the ground, where poles were down, so that by Friday, the 20th,

poration asking that all available help be sent to his assistance. For it was here that the greatest damage was done. All through that fateful night the residents had listened to the fearful cracking and crashing of the falling trees—all in inky darkness. Streets and sidewalks were flocked with wires, branches, and debris. A tree fell on a house, breaking the ridge pole.

Despite the rushing of 500 linemen to the storm area many homes were without electricity until Christmas Eve. There was great consternation among the youth of Saratoga over the possibility that Santa Claus might be unable to make his

scheduled appearance at the illuminated tree in front of the United States Hotel on Christmas Eve if the tree couldn't be illuminated. However, the lights flashed on just in time for the celebration.

Merchants reported a "sell-out" of candles, kerosene and oil stoves. One enterprising Glens Falls dealer in oil-burners assembled a crew and, with a truck load of grates, kindling, and coal, started fires for all of his customers as fast as possible. The lighting company likewise sent out a load of oil stoves to local owners of electric ranges as far as the supply lasted.

At least one Christmas party was held in a home dimly lighted by candles, the guests picking their precarious way thither with the aid of flash lights. It was impossible to postpone the affair as there was no means of communication, the Christmas rush making the mails useless for the purpose. The local papers were unable to get Associated Press dispatches by wire and had to content themselves with gleanings from the New York morning papers for their afternoon editions.

With the electrically pumped water supplies in South Glens Falls and Hudson Falls affected, as well as many factories and schools shut down, it is hoped that the demand of the Lake George woman that "she would give them just thirty minutes in which to supply her with electricity or they should suffer the consequences" was received by someone in the lighting company who possessed a charitable disposition and sense of humor.

While emergency service has now been restored by the utilities companies the repairs are of a temporary nature and it will be a matter of months before the work is completed, the damage amounting to perhaps a million dollars.

Many fruit and shade trees have been seriously damaged, one of the most evident effects of the storm along our line being the groves of trees, principally white birches, south of Gansevoort bent over double and locked down in an icy grip which will ruin their beauty for years to come.

"Did you make these biscuits, my dear?"

"Yes, darling."

"Well I would prefer that you wouldn't make any more."

"Why not, dear?"

"Because, angel, you're too light for such heavy work."—*Exchange*.

Real Railroaders

A REAL railroadier is more than a jobholder. He works on a railroad because he loves it, because there is something about it which thrills and lures him.

He never loses the joy of watching a speeding train screaming into the sunset, with its power and its rush and thunder, its hint of far places, its battle against distance and the elements.

To him there is a deeply human element about that vast, thunderous, vibrant machine called a railroad—something to cherish, to foster, to work for and fight for and consider always in its every element of welfare.

Those men soon began to stand forth, unwilling to take the easy course of the yes-man, but eager to exert initiative and to battle sincerely for constructive principles.

For the true railroad man there is so much to be done that there are not enough days in the year, not enough years in a lifetime, for him to accomplish everything he wants to do. He is as much a pioneer as anyone who ever discovered new country; the urge onward is ceaseless, and that is what makes life worth while.—Sir Henry Thornton, President of the Canadian National Railways, in *The Saturday Evening Post*.

I—

I AM a little thing with a big meaning.

I am never idle or indifferent.

I help everybody.

I unlock doors; open hearts; dispel prejudices. Everybody loves me.

I create friendship for you—good will for your business.

I inspire respect and admiration.

I am as infectious as laughter.

I violate no law.

I please those of high and low degree alike.

I am useful every moment of the day.

I bore nobody.

Many have praised, none have condemned me.

I cost you nothing, save when you ignore me.

Then you lose friends, opportunity, wealth and happiness.

I am that little trait called COURTESY.—*Brooklyn Life*.

"Do you want a dressed chicken?" inquired the butcher.

"Why, yes," answered the bewildered bride, shopping for the first time. "And you might dress it in pink."

Clicks from the Rails

A Record Commuter

When Addison H. Day climbed aboard the 7:24 express train on the Delaware, Lackawanna & Western at Chatham, N. J., on August 1, he nonchalantly began his sixty-first year as a commuter on that railroad between Chatham and New York as a part of the day's work. When he began commuting, the journey was made by stage to the Oranges, where a mail train stopped to take on passengers for New York. The cars were lighted by kerosene lamps and had wood-burning stoves. The engines also burned wood. During that period, Mr. Day, who is comptroller of the Fidelity Trust Company at 120 Broadway, New York, has traveled approximately 863,000 miles going to and returning from work, which stamps him as one of the champion commuters of all time.

"The Ladies' Car"

A pass on the Logansport, Crawfordsville & South Western, now part of the Pennsylvania, dated 1873, which was the property of the late David H. Strouse, father of Frank E. Strouse, special representative of the general manager, was found by Mr. Strouse among his father's papers recently. The pass, which is quite artistic in appearance, has an amusing specification on its reverse side which reads: "Conductors will permit holder of this pass to travel in ladies' car." (This was the car in which smoking was not permitted.)

A Wet Cargo

The movement of a million gallons of selected sea water from Key West, Fla., to Chicago over the Illinois Central system began in December. This water is for the salt water fishes which will be housed in the John C. Shedd Aquarium in Grant Park, Chicago. This aquarium, which is now in process of completion, will be the world's greatest building of its kind. Its total water supply will approximate 2,000,000 gallons, half of which will be pumped from Lake Michigan for the fresh water fishes.

Comparative Luxury

A locomotive which cost about \$6,000, which was in service in 1875, and three old coaches, were recently on display in Seattle, Wash., as examples of pioneer travel luxury on one of the northwestern railways. The entire train equipment represented an investment of not more than \$15,000. Each day a 61-hour Chicago-to-coast train drawn by a \$275,000 electric locomotive and consisting of eleven modern coaches representing an expenditure of \$450,000 more, stopped beside the ancient train so that the interested passengers and onlookers could get an idea of the progress in transportation facilities during the last half century.—*Railway Age.*

Resist Railroad

One of the most unique protests ever made against the construction of a railway has been registered by the Indians at York Factory, Man., on the Hudson Bay extension of the Canadian National. During the two days' "pow-wow" of the council, which is held annually following treaty payments, the Canadian government paying agent was officially requested to stop the construction of the railway to Fort Churchill because of the effect that it will have on the fur trade in the York Factory region. The York Factory tribe claims that settlement of Fort Churchill will prevent the habitation of the Hudson Bay coast by white foxes, which are the chief source of the Indians' fur catch each season.

Headlight Saves Flyer

The powerful headlight of an Illinois Central System locomotive saved a flyer from possible injury or death recently, according to the news reports. The airplane, almost out of gas, was circling over the railroad's yards at Clinton, Ill., as the pilot sought a landing place in the darkness. Charles Drago, switch engineer, sensing something amiss, turned on the headlight of his engine. This illumination enabled the flyer to land safely in a field near the tracks, after which Drago was duly thanked.

Art In Sleepers

Sleeping cars that will appeal to esthetic as well as practical tastes soon will carry passengers on the Austrian federal railways, according to recent reports.

The road has decided to apply the principles of modern art to the new Pullman coaches which will supersede the old-fashioned carriages of the International Express Trains.

Architect Josef Hoffmann, professor of the Austrian Academy of Fine Arts, has designed the new model of the sleeping car, which, it is declared, in point of decorative art and comfort, will surpass any car of that description.

Obeying the Rule

Philip Szutkoski, railroad employee of Elard, Wis., acted "according to Hoyle" by eating 63 raw eggs in 20 minutes to save them from spoiling when they were found cracked and broken in shipment. Szutkoski explained his act by stating that the railroad book of rules calls upon every employee to exert every influence to protect shipments handled by the carrier.

The Whole Adams Family

There are six Adams brothers in Huntington, W. Va., all employed by the Chesapeake & Ohio on the Huntington division. Frequently, they are assigned to duties that bring them together. In 1917 the entire six were called and made a special run as a full train crew from Huntington, W. Va., to Charleston, W. Va., on a relief train. They were not selected to make the trip on account of being brothers, but the calls resulted in this coincidence that all served together. There are in this group an engineer, Charles Adams, a conductor, Charley Adams; a fireman, Tim J. Adams; two brakemen, Lacey C. and W. M. Adams, and a machinist helper, Ira L. Adams. It is considered highly improbable that there are in service on any other railroad six brothers, constituting a full train crew and one mechanic.

To "*Bobbie*" Burns

2

ROMANCE! Those first-class passengers they like it very well,
Printed and bound in little books; but
why don't poets tell?
I'm sick of all their quirks an' turns —
the loves and doves they dream —
Lord, send a man like Bobbie Burns to
sing the Song o' Steam.

—Kipling.